

CHAMPAGNE
Chas. Loubet & Co.,
ENTER REC.
Per Case 1 doz. qts. \$42.00
" 2 doz. pds. \$15.00
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458 Queen's Road.

No. 13,253

The China Mail

ESTABLISHED 1845.

KING EDWARD VII.
SCOTCH WHISKY
WHITE LABEL.
PER DOZEN \$15.50
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458 Queen's Road.

第二廿月九年五零百九千一英

HONGKONG, FRIDAY, SEPTEMBER 22, 1905.

日四廿月八年乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE

CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.

Issued this Second day of January, 1905.

PRICE:

\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACEWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905.

1815

Intimations.



TENDERS are invited for the SUPPLY to H. M. NAVAL YARD of the Undemanded Timber MATERIALS for ONE YEAR from 12TH OCTOBER, 1905.

TEAK, BAULE, THICKETUP, AMERICAN FIR, SCANTLING, CAMPION WOOD, PLANK AND BOARD, HARDWOOD, OREGON SPARS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A Deposit of One Hundred Dollars will be required with each Tender but this will be returned on the acceptance or rejection of the same.

The Tenders which will be received till Noon, on 28th Inst., should be sealed and addressed to the REAR ADMIRAL, H. M. NAVAL YARD.

Hongkong, September 20, 1905. 1788

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous goods for Storage in well Ventilated and Lighted EUROPEAN FIRST-CLASS GODOWN, CENTRAL POSITION.

Rate of Fire Insurance 1% only.

For Particulars apply to

HUGGENS, EINSTMANN & CO.,

Hongkong, July 19, 1905. 1880

INTERNATIONAL BANKING CORPORATION.

I have this day handed over charge of this Branch to Mr. B. PINCKNEY.

CHARLES R. COFF.

Hongkong, September 18, 1905. 1775

A SPECIAL SALE

will be held at the ITALIAN CONVENT on behalf of the POOR ORPHANS,

ON the 25th, 26th and 27th instant, at 2 P.M., of Ladies' and Children's UNDERCLOTHING, DRESSES and other BEDROOMED ARTICLES.

The prices are marked on every article in plain figures.

The Superiority hopes to receive and merit a large share of the public Patronage, as has been given in the past.

ITALIAN CONVENT,

28, Oxine Road.

Hongkong, September 18, 1905. 1777

THE HONGKONG FROZEN FOOD SUPPLY.

On and after MONDAY, the

18th September, 1905, the Depot

in WYNDHAM STREET (DAIRY FARM DEPOT) will OPEN AT

6.00 A.M. instead of 6.30 A.M.

Hongkong, September 14, 1905. 1678

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

H.M. THE KING
and
H.R.H. PRINCE of WALES

Supplied at all the Largest Crises and Hotels, and to be obtained from All the Principal Stores.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

8.4. HONAM, 2,363 tons, Captain H. D. Jones
8.4. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
8.4. PATSHAN, 2,260 tons, Captain D. Thomas.
8.4. HANKOW, 2,073 tons, Captain C. V. Lloyd.
8.4. KINSHAN, 1,181 tons, Captain J. J. Lovell.
Departure from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 4 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

8.4. HEUNGSHAN, 1,983 tons, Captain W. E. Clarke.
Departure from Hongkong to Macao on week days at 2 p.m.
Departure on Sundays at Noon.—Departure from Macao to Hongkong daily at 8 a.m.

Canton-Macau Line.

8.4. LUNGSHEAN, 219 tons, Captain T. Harbin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

8.4. SAJAM, 583 tons, Captain W. A. Valentine.
8.4. NANNING, 569 tons, Captain G. Bullock.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained in the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSION, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

18

NOTICE.

THE 'ON HING' Employer LO CHEONG HING the Watchmaker has REMOVED to another place. No Complaint can be made against me after 18th September, 1905.

WAH LING LOONG,
55, Queen's Road Central.
Hongkong, September 18, 1905. 1772

NOTICE.

THE PENSION FRANCAIS, No. 6, ICE HOUSE ROAD CENTRAL, will on SEPTEMBER 1ST OPEN A RESTAURANT ON THE FIRST FLOOR. MEALS AT ALL HOURS; VERY REASONABLE CHARGES. CHEAP RATES FOR MONTHLY BOARDERS, ETC. THE COOKING IS UNDER THE DIRECT SUPERVISION OF A FRENCH CHEF.

Hongkong, August 30, 1905. 1653

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a pure BRITISH INSURANCE COMPANY.

Head Office: London.
Established in London in 1861.

W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter,
Hongkong, August 30, 1905. 1652

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY OF TURKISH TOBACCO. OUR EGYPTIAN CIGARETTES ARE FRESH AS WE MAKE THEM EVERY DAY. WE CAN RECOMMEND THEM AS FIRST-CLASS SMOKES. WE RECEIVE OUR TOBACCO FRESH FROM EGYPT BY EVERY MAIL. A TRIAL ORDER WILL SHOW THE MOST SCOPICAL.

TO DEFY COMPETITION.

T. E. P. SPYROULOS, Proprietor.

Hongkong, February 15, 1905. 325

SELECT BOARD & RESIDENCE AT BRAESIDE.

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to

Mrs. F. W. WATTS,
BRAESIDE, 20, MACDONELL ROAD,
(late of TANG-YUEN).
Hongkong, June 19, 1905. 97

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL', HONGKONG.

A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 222.

Hongkong, March 14, 1905. 668

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALA
"INDONESIA—CHIANGKIA, ANHAI, THIBET,
KOREA AND JAPAN."
Entered to the Society of the MISSION ETIENNE.

Translated by EDWARD HARPER PARKES
and
Reprinted from THE CHINA REVIEW.

PRICE ONE DOLLAR.

FOR SALE at The CHINA MAIL OFFICE

5, Wyndham Street.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPS

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD.

HONGKONG.

18

LANE, CRAWFORD & CO.

HAVE NOW REMOVED TO THEIR

NEW STORE

IN

CHATER ROAD and ICE HOUSE STREET

ENTRANCE IN ICE HOUSE STREET.

LANE, CRAWFORD & CO.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;

WELL FURNISHED AND AIRY BEDROOMS.

MONTHLY BOARDERS ACCOMMODATED ON VERY MODERATE TERMS.

FOR PARTICULARS, APPLY TO THE MANAGER.

HONGKONG, NOVEMBER 3, 1904.

1885

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. THREE MINUTES' WALK FROM THE PENNY WHARF.

TERMS: REASONABLE. APPLY TO THE MANAGER.

HONGKONG, JUNE 21, 1905.

1151

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Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSEMBLAGE OF SPECTACLES.

PIECE-NEZ AND EYE PRESERVES

G. FALCONER & CO. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANSIONS, opposite the New Post Office site.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, BURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Suez Canal, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chonmoo, Yokohama, Kosaka, Nagoya, Osaka, Kobe, Madras, Kara, Shimonoseki, Moji, Wakayama, Karatsu, Nagasaki, Akashita, Sasebo, Matsumura, Mikasa, Hakodate, Takao, etc.

Telegraphic Address: 'MITSUI' (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers and Vessel Owners; Sole Proprietors of the Famous Mills, Tagawa, Iwamuro, and Ito Coal Mines; Sole Agents for Hokkaido, Hondo, Kanda, Fujinotani, Mameda, Minoura, Onami, Otsu, Sacchana, Tsubakuro, Yoshimatsu, Yoshihi, Yunokibara, and other coal.

S. MINAMI, Manager, Hongkong.

1116

BROOKTON COLLIERY

IS Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any steamer calling there. Prompt despatch. For particulars as to Price, etc., please apply to the Undersigned.

FRESH WATER can also be obtained at the Wharves.

Steamers of any draft can be berthed.

EAST ASIATIC TRADING CO.,

FOR AGENTS.

Hongkong, September 16, 1905.

1785

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY

KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURE TO THE KNIVES



"What does 'Van Houten's' mean, Mother?"

"It means the best Cocoa, my dear."

Intimations.

MITSU BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.AI, AEG 6th EDITION. WESTERN
UNION CODES USED.ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. II. TAIFI.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKiang: GEETING & CO.
MANILA: MACONKEY & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; Imperial Armories; the Imperial Railways; Sanyo, Kusshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of Takashima, Oshi, Shima, Nambata and Kamiyama Collieries, and also Hoto Colliery which will shortly be ready to produce on a large scale the best Burnt Coal.

Sole Agents for Kijio, Komatsu (Tagawa) and Yashirochi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity!

Hongkong, March 11, 1905. 77

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED. (IN LIQUIDATION)

TIME TABLE.

WEED DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.45 p.m. and 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 20 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

SATURDAYS.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, July 13, 1905. 1023

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.

VICENTE BARCENILLA, Proprietor.

Hongkong, April 10, 1905. 453

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamplet. Form NOW READY.

Copies may be had at CHINA MAIL Office.

1023

JUST LANDED.

STATIONERY ! STATIONERY !

STATIONERY !!!

FANCY boxes of NOTE PAPERS and ENVELOPES of the latest design, AND ALSO A Large Variety of ORDINARY PAPERS and ENVELOPES.

NOW ON SHOW. PRICES VERY MODERATE.

H. RUTTENBERG,
No. 6, 1st Aquilar Street,
and 36 to 38, Elgin Rd., Kowloon.

Hongkong, August 30, 1905. 741

INTIMATIONS.

WITH IMMEDIATE POSSESSION

of the "Forest Lodge," Caine Road.

Apply to H. N. MODY.

Hongkong, May 2, 1905. 1676

TO LET.

MELIOR, No. 2, THE PEAK. Im-

mediate Possession.

Apply to E. JONES HUGHES.

Hongkong, June 5, 1905. 1670

TO LET.

NOS. 4 and 5, OBSERVATORY VILLAS;

Kowloon; FIVE-ROOMED HOUSE;

Tennis Court.

Apply to ARRATOON V. APOCAR & CO.

45, Wyndham Street.

Hongkong, June 13, 1905. 1668

TO LET.

TWO FIRST-CLASS SHOPS, Euro-

pean Style, in Kowloon. Possession

on or about 1st November, 1905.

MODERATE RENT.

Apply to HUMPHREY'S ESTATE & FINAN-

CE CO., LTD.

Hongkong, February 20, 1905. 1666

TO LET.

AMERICAN JOURNALISM.

AMERICAN JOURNALISM.

Power of the Yellow Press.

Thus, a New York correspondent of the Morning Leader:—

The American journalist rejoices in a sublime belief in his own all-conquering capacity. He likewise entertains the hollie contempt for every newspaper which does not bear on its face the genuine American imprint.

Candidly, I have not myself found that American journalists are infallible, not even the youngest amongst them; nor have I noticed that when they give you their impressions of Fleet-st., they are especially equipped with inside information.

Their ideas of London journalism are embodied in an article in a comparatively recent issue of the Forum, in which Mr. Maurice Low, with the coolest presumption, disposes of the London editor by observing that:

"He shows his appreciation of the value

of news by space. He gives it several columns, but we find nothing but words, words, words. The photographic reproduction, the light and shade, the touch of wit, the playful fancy of the writer, the human interest—all this we know in the American newspaper—but one never sees it in the London reporter's story."

From this it is obvious enough that it is not only the London journalist who is capable of 'glaring inconceivability.'

In whatever calling he is to be found the American insists that all his 'geese' are swans. The well-written account of the opening of Parliament," says Mr.

Low, "such a marked feature of an American newspaper, is unknown in England." That is a perfectly fair sample of American criticism. The Pressmen of the

'New World' are past masters in the art

of picturesque embroidery or of 'frescos,'

to use their own term, but hardly one of the working journalists can write an article

which is not redolent of slang that even an English public schoolboy would find offensive.

Hundreds of American journalists

lived here in Washington for the last

inauguration. At least half a dozen

London Pressmen, in 'light and shade,

touch of wit, and playful fancy,' could have beaten the best of them, and fully a dozen French journalists could have provided a more brilliant pen-picture than all of them put together.

The city man whose business is in Manhattan, and whose bedroom is in Brooklyn, does not like to be reminded that his newspapers are 'Yellow.'

He admits they exist, but he will tell you no decent person

reads them or allows them in his house.

That theory will not hold water. In New

York there are three Yellow journals each

with morning and evening editions. Their

combined circulation is six times the united

circulation of the Tribune, Times, Sun,

Globe, Mail, and Post. Two million people

buy the two *Worlds*, the *American*, theEvening Journal, the *Herald*, and the

Telegraph every day. The reader tells

you wants a good story. If it turns

out to be true so much the better; if it is

decided by a contemporary it was still

a good story, and for

and another gave the most abject and pathetic declarations of the girl's passion for the minister.

Yellow journalism on this side of the Atlantic would be in a sorry plight without the services of the camera. A reporter who returned to the office with a thrilling tale without a photo to adorn it would have an acute anticipation of the sort of reception he would encounter from the news editor. When America was thunderstruck by the news that, immediately following the homecoming of the most wildly press-worshipped hero the country ever produced, Admiral Dewey was going to marry Mrs Hazen, there was only one thing for the Yellow Press to do, and what was to secure her picture in Washington. Every device was attempted, but the interesting widow avoided the camera as if it were the plague, and even the society reporter, who had saved his birth by stealing many a photograph, was baffled. The Yellow correspondents rose to the occasion. They secured a picture of Mrs Hazen's sister. The portrait, which was innocently flattering to Mrs Hazen, is still selling as Mrs Dewey.

The United States will one day realize the sinister influence of a Press with low ideals. That influence is being exerted upon a people only too ready to adopt impressions. License, not liberty, has made America the home of the most fantastic crank in Christendom. The theories of a man like Dovis would be as insufferable as the head of the Zonites himself in any land but America. In England the cult of Mrs Kiddy amounts to little more than a fashionable topic of polite conversation; in the United States Christian Scientists are numbered by the million. Men and women who think Dovis a heaven-sent prophet, and who place a halo round the head of a woman who preaches the uselessness of the medical profession, are creatures all too easily excited by a sensational Press. The danger is increased by the presence in New York City alone of no fewer than a million and a quarter foreign-born residents. The Jew, the Hun, the Italian have newspapers of their own, but they largely consist of translations of the "World" stories of the "Journal" or the "World." It is often all the mental stimulus they receive.

The provincial journals tell the same tale. The country editor indulges in a frenzied treatment of facts, rejoices in lurid pictures of things that never were on land or sea, and calls it all "enterprise." In America the megaphone of the self-advertising Press drowns everything. There is still such an insulation as a pulpit, but unless a sky-scraping tabernacle encloses it, or the preacher delivers a sermon which a Yellow sub-editor deems worthy of a three column heading, its voice is not heard. If no restraint is placed upon the power of the "Yellows" the time will come one day when the ballot will be regarded as far too tedious a method of seeking social reforms.

FIGHTS ON BATTLESHIPS.

Curious Custom in the American Navy.

Investigation by the Navy Department at Washington has disclosed the fact that Raphael Cohen, a stoker on board the U.S.A. warship "Yankee," was killed on July 7 as the result of a prize fight. It is alleged that Cohen was forced to fight for the edification of the officers of the ship, who were giving an entertainment to Admiral Bradford. The death was reported simply as due to a blow upon the head inflicting a contusion, and the court of inquiry found that death was accidental. As the result of further action on board at the inquest it was reported to the Navy Department that Cohen died in the line of duty. The Navy Department took no action, treating the matter as one of routine, the officials explaining that boxing contests on board ship were regular events, and the officers were instructed to encourage them.

ESOLISH was the first foreign language that the King of Italy was taught.

LIVERPOOL, with 25 people to the acre, is the most crowded city in England.

THIN - WEAK - WASTED

WITH
BROKEN NERVES, LOST APPETITE
AND INTENSE PAINS, ALL ARISING FROM
ACUTE STOMACH DISORDER

CURED BY

MOTHER SEIGEL'S SYRUP.

A WOMAN LIVING IN LONDON TELLS HOW SHE
AND HER HUSBAND GOT RELIEF.

"I used to suffer terribly from nervousness and indigestion and became very thin, weak and wasted. My appetite failed and the little food I ate caused me much pain and a tightness across the chest. My nerves were so weak that the least sound made me tremble. I also had attacks of rheumatism from which proved to be an abomination."

"I began taking Mother Seigel's Syrup and very soon felt like a new being."

"I gained strength, and continuing with the Syrup soon became quite well. My husband also suffered in much the same way and the Syrup cured him as well. We always keep it in the house!"—Letter of January 26, 1905, from Mrs. Florence Nightingale Andrews, 209, Guinness Buildings, Columbia Road, Hackney Road, London, E.

* * * Neither you nor your husband, relative or friend need suffer from these ailments—simply get from your Chemist a half-crown bottle of Mother Seigel's Syrup, use it and it will cure you.

For Sale.

LAND FOR SALE.

I. L. No. 117
MOUNT KELLET, PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts and commands a fine View of Harbour.

Apply to SANG LEE & CO., Contractor.

No. 59, Des Vœux Road Central, 1st Floor.

Hongkong, July 22, 1905. 1402

Auctions.



PUBLIC AUCTION.

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND South of Tai Hang Inland Lot 182 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewing at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

The United States will one day realize the sinister influence of a Press with low ideals. That influence is being exerted upon a people only too ready to adopt impressions. License, not liberty, has made America the home of the most fantastic crank in Christendom. The theories of a man like Dovis would be as insufferable as the head of the Zonites himself in any land but America. In England the cult of Mrs Kiddy amounts to little more than a fashionable topic of polite conversation; in the United States Christian Scientists are numbered by the million. Men and women who think Dovis a heaven-sent prophet, and who place a halo round the head of a woman who preaches the uselessness of the medical profession, are creatures all too easily excited by a sensational Press. The danger is increased by the presence in New York City alone of no fewer than a million and a quarter foreign-born residents. The Jew, the Hun, the Italian have newspapers of their own, but they largely consist of translations of the "World" stories of the "Journal" or the "World." It is often all the mental stimulus they receive.

The provincial journals tell the same tale. The country editor indulges in a frenzied treatment of facts, rejoices in lurid pictures of things that never were on land or sea, and calls it all "enterprise." In America the megaphone of the self-advertising Press drowns everything. There is still such an insulation as a pulpit, but unless a sky-scraping tabernacle encloses it, or the preacher delivers a sermon which a Yellow sub-editor deems worthy of a three column heading, its voice is not heard. If no restraint is placed upon the power of the "Yellows" the time will come one day when the ballot will be regarded as far too tedious a method of seeking social reforms.

FIGHTS ON BATTLESHIPS.

Curious Custom in the American Navy.

Investigation by the Navy Department at Washington has disclosed the fact that Raphael Cohen, a stoker on board the U.S.A. warship "Yankee," was killed on July 7 as the result of a prize fight. It is alleged that Cohen was forced to fight for the edification of the officers of the ship, who were giving an entertainment to Admiral Bradford. The death was reported simply as due to a blow upon the head inflicting a contusion, and the court of inquiry found that death was accidental. As the result of further action on board at the inquest it was reported to the Navy Department that Cohen died in the line of duty. The Navy Department took no action, treating the matter as one of routine, the officials explaining that boxing contests on board ship were regular events, and the officers were instructed to encourage them.

ESOLISH was the first foreign language that the King of Italy was taught.

LIVERPOOL, with 25 people to the acre, is the most crowded city in England.

Hongkong, July 27, 1904. 1374

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.

No. 51, DES VŒUX ROAD CENTRAL.

Hongkong, March 14, 1905.

532

His Britannic Majesty's Ships on the China Station.

Name. Class. Tons. Guns. I.H.P. Captain.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alcyone	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Unwin	Weihaiwei
Arun	torpedo boat destroyer	550	6	7000	Lt.-Comdr. H. Henriquez-Heaton	Shanghai
Astros	cruiser, 2nd class	4300	10	9000	Captain L. G. Tufnell	Weihaiwei
Bonaventure	cruiser, 2nd class	4300	10	7000	Capt. H. Torlesse	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	300	—	300	Comdr. H. D. Wilkin, D.S.O.	Yangtze
Clio	sloop	1070	6	1400	Lt.-Comdr. H. E. Sullivan, R.N.	Weihaiwei
Deo	torpedo-boat destroyer	560	6	7000	Capt. H. W. Savory, R.N.	Weihaiwei
Diadem	cruiser, 1st class	11,000	16	16,500	Lt.-Comdr. R. H. Bath	Shanghai
Erebus	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Lewin	Weihaiwei
Extric	torpedo-boat destroyer	560	6	7000	Lt.-Comdr. Stevenson	Weihaiwei
Fame	torpedo-boat destroyer	360	6	4000	Lt.-Comdr. J. May	Hongkong
Handy	torpedo-boat destroyer	275	6	4000	Capt. E. F. Charlton	Weihaiwei
Hart	torpedo-boat destroyer	6400	1	2400	Captain Shortland	Weihaiwei
Heda	Special Torpedo-vessel	12,000	14	21,000	Captain W. B. Fauchner	Hongkong
Ilegus	cruiser, 1st class	3600	8	5000	Lieut.-Comdr. C. Seymour	Weihaiwei
Iphigenia	cruiser, 2nd class	550	6	7000	Lieut.-Comdr. W. H. Darwall	Hongkong
Itchen	torpedo-boat destroyer	280	6	3900	Lt.-Comdr. E. V. R. Dogmore	Yangtze
Janus	river gunboat	616	4	1200	Lt.-Comdr. F. B. Noble	Weihaiwei
Kinshu	river gunboat	180	6	800	Lieut.-Comdr. J. Kiddie	Surveying
Moorthen	river gunboat	360	6	600	Comdr. C. E. Moura	West River
Otter	torpedo boat destroyer	855	6	600	Lt.-Comr. R. E. Vaughan	Hongkong
Rambler	Surveying-vessel	85	2	240	Lt.-Comr. H. T. Atay	Weihaiwei
Robin	river gunboat	85	2	240	Capt. U. H. Moore	Singapore
Saudiper	river gunboat	3600	8	5000	Lt.-Comdr. Davidson	Weihaiwei
Sirius	cruiser, 2nd class	550	6	7000	Captain W. L. Grant	Hongkong
Snipe	river gunboat	35	2	240	Reserve	Yangtze
Sut ej	cruiser, 1st class	12,000	14	21,000	Commodore Dickon	Weihaiwei
Taku	torpedo boat destroyer	280	6	6000	Lieut.-Comdr. E. Sorrell	Hongkong
Tamar	receiving ship	4600	6	5500	Lieut.-Comdr. A. Gregory	Yangtze
Teal	river gunboat	180	2	300	Comdr. R. W. Glouster	Weihaiwei
Virago	torpedo boat destroyer	355	6	600	Lieut.-Comr. G. E. L. Thomas	Surveying
Waterwitch	surveying ship	300	2	300	Lt.-Comdr. G. B. Spicer-Simon	Weihaiwei
Whiting	torpedo boat destroyer	195	2	300	Lieut.-Comr. C. W. Wrightson	Upper Yangtze
Widgeon	river gunboat	180	2	300	Lieut.-Comr. Jno. F. Knox	Upper Yangtze
Woodcock	river gunboat	180	2	300	Lieut.-Comr. Jno. F. Knox	Upper Yangtze

HOTEL METROPOLE,

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

1812

THE ROYAL BIOGRAPH

OPPOSITE THE CENTRAL MARKET.

TWO PERFORMANCES NIGHTLY,
FROM 7.15 P.M. TO 9 AND FROM 9.15 TO 11.

TO-NIGHT,
CHINERELLA.

THE ERUPTION OF MOUNT PELE, and

DESTRUCTION OF ST. PIERRE, MARTINIQUE.

TO-MORROW—PASSION PLAY.

CHANGE OF PROGRAMME EVERY

SATURDAY.

PRICE: Front Seats \$1, Back Seats 50 Cts.

F. NEUMANN, for the Biograph.

PHOTO SUPPLIES

LONG, HING & CO.,

17, QUEEN'S ROAD.

Hongkong, August 10, 1905

Ask for

TANSAN**A NATURAL MINERAL
WATER** Bottled at the
Springs at Takaradzka,

av

The Clifford-Wilkinson

Tansan Mineral Water Co.,
Limited, Kobe, Japan.Per Case of 12 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 10 Bottles \$8.00
Per Dozen Bottles \$1.10Crisp,
Delicious,
Invigorating.Drink
the
World
Roundabout
Nerve and
Muscle
Strengthener.THE Original and Genuine is J. Clifford
Wilkinson's.ACTS gently, Acts pleasantly, Acts
beneficially.NOTHING like it, or
depressed
Spirits.SIMPLY marvellous.
AND worth its weight in Gold.
NOTHING can equal its popularity.**THE HONGKONG FROZEN FOOD
SUPPLY.**

The following are in Stock:

AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.

DAIRY FARM FED-PORK.

Australian Hares \$1.40 each

do Habbits 65 cts. "

do Sheep Tongues 20 cts. "

do Sheep Kidneys 65 cts. "

do Fritz Sausage 65 cts. per lb

Own Made Sausages (made from

Australian Meats) 95 cts. per lb

Australian Oysters in Bottles) \$1.25 & \$2.50

of 24 and 5 doz. 1 per bottle

American Oysters, large size \$2.50 per tin

Iland Australian 65 cts. per lb

Ham, Best York 70 cts. "

(2 cts. extra per lb for Ham if cut).

Australian Lemons 60 cts. & 48 cts.

per dozen.

Pigeons 25 cts. each.

Ducks 65 cts. "

Geese \$1.50 "

Honey, Best Australian in

bottles 65 cts. per lb

Fish, Australian Smoked Mullet, 60 cts. "

do do Schnapper, 60 cts. "

'Carlo' Meat Extract, 20z. 70cts. per pot

do do 40z. \$1.25 "

When ordering please note the following instructions:

Orders required to be filled in the Early

Morning should be sent in before 3.30 p.m.

the previous day.

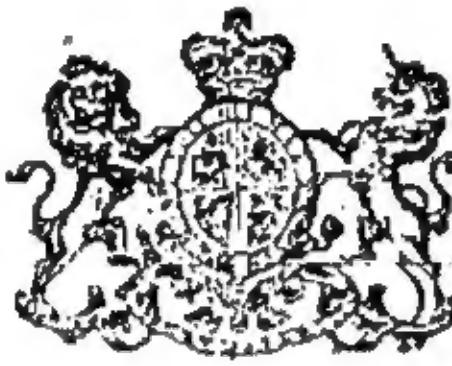
Orders for Noon should be sent in by

8.00 a.m. the same day.

Orders for 3.30 p.m. should be sent in by

Noon the same day.

Hongkong, September 15, 1905. 1278

**A. S. WATSON
& Co., Ltd.****TANSAN**Can be obtained at all 1st Class
HOTELS and DAHS in the FAR
EAST.Beware of fraudulent
IMITATIONS.The only genuine TANSAN
Bears the name of
J. CLIFFORD-WILKINSON'**H. PRICE & CO.,**
12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG,
Hongkong, June 8, 1905. 15**WM. POWELL,**
LIMITED.

ALEXANDRA

BUILDINGS.

EVERYTHING FOR
**CHILDREN'S
WEAR.****NEW BOOTS
and SHOES,****UNDERCLOTHING****HATS,****BONNETS,****ROBES,****HOSIERY,****etc., etc., etc.**

A GOOD STOCK

of

PERAMBULATORS

and

MAIL CARTS

ALWAYS ON SHOW.

**Wm. POWELL, Ltd.,
HONGKONG.**

Established A.D. 1842.

ALEXANDRA BUILDINGS.

BIRTHS.EDWARDS.—On September 15, at 51,
Boote Road, Shanghai, the wife of
GILLISPIE EDWARDS, China Navigation
Co., of a Son.BORNER.—On September 15, Avenue
Road, Shanghai, the wife of Mr H. BORNER,
of a Daughter.HORN.—On September 16, at 13,
Quinsan Gardens, Shanghai, the wife of
ARNOLD HORN, of a Son.GOLDMAN.—On September 16, at No.
27, Haskell Road, Shanghai, the wife of
A. GOLDMAN, of a Daughter.**DEATHS.**REID.—On September 15, at Weihaiwei,
FRANK BAIRD REID, native of Glasgow,
Scotland, aged 63.**MEMOS. FOR TO-MORROW.****Meeting.**Noon—Meeting of Douglas Steamship
Co., Ltd., at the Company's Office.**Amusements.**

4.30 p.m.—Aquatic Sports at V.R.C.

Miscellaneous.Goods per *Nansing* undelivered after

4 p.m. on this date will be landed.

General Memoranda.

SUNDAY, September 24.—

Goods per *Silesia* undelivered after this

date subject to rent.

Goods per *Flintshire* undelivered after

this date subject to rent.

MONDAY, September 25.—

3 p.m.—Auction of Crown Land at the

Public Works Department's Offices.

Goods per *Wing Castle* undelivered after

this date subject to rent.

TUESDAY, September 26.—

6.30 p.m.—Meeting of Hongkong Cricket

Club in the Pavilion.

9 p.m.—Performance at City Hall.

Transfer Books of Wm. Powell, Ltd.,

close from this date to 5th inst. inclusive.

THURSDAY, September 28.—

Goods per *Caledonian* unclaimed after

this date at Noon will be subject to

rent and landing charges.

Goods per *Chusan* not claimed at 4 p.m.

on this date subject to rent.

FRIDAY, September 29.—

5.30 p.m.—Meeting of Hongkong St. An-

drew's Society in City Hall.

SATURDAY, September 30.—

Noon—Meeting of Wm. Powell, Ltd.,

at Co.'s Premises.

HONGKONG, FRIDAY, SEPTEMBER 22, 1905.

The China Trail.

HONGKONG, FRIDAY, SEPTEMBER 22, 1905.

PUBLIC QUESTIONS.

THE unofficial members of the Legisla-

tive Council had a field day yesterday.

The opportunity was given to them to

air a few grievances and, as their

spokesmen, Mr Shewan and Mr

Gorshom Stewart acquitted themselves

well, though we cannot agree with

them on all points. Whilst there is

much to be deplored in the delay in

perfecting our water supply scheme,

there is much to be said in favour of

the attitude of the Government with

regard to the efforts they put forth to

secure effective sanitation. At one

time—as the Governor aptly pointed

out—the people of the Colony clamoured

for larger expenditure in sanitary

work, and now they have got it they

are just as loudly crying against it.

There certainly is no satisfying some

people. No charges of wanton

extravagance were made against the

Sanitary Board and that being so

we can take it that what money is spent

is being laid out in directions where the

medical experts deem it necessary. If

the expenditure is extravagant then it

is certainly time to call a halt, but

if it is not there is a substantial reason

why it should be continued. On the

question of the debased coin that finds

its way into circulation in this Colony

Mr Shewan will have the support of

the commercial community, and it is

to be hoped that the Government will

take the matter into earnest considera-

tion with a view to removing an

anomaly that is costly as well as a

reflection upon the capabilities of our

administrators to regulate the cur-

rency. The police do much to put a

stop to the circulation of spurious coin

in the Colony but their efforts are ren-

dered ten times as laborious as they

should be by the mere admission to

circulation of the debased coin now in

use. The desire on the part of the

Governor for an expression of opinion

from the Chamber of Commerce with

regard to the advisability of introducing

legislation for the registration of

partnerships gives that body an

opportunity of conferring a lasting

beneath upon many people who have

dealings with Chinese firms. The

disabilities of the present system have

been pointed out in the columns of this

paper, and in the Courts of the Colony,

and the latter should be sufficient for

the Government without even waiting

for the Chamber of Commerce to ex-

press an opinion. We have many

times advocated legislation in the

direction suggested by Mr Shewan,

and only recently pointed out that

there had been a desire expressed in
Canton for a similar thing. The
evasion practised by the Chinese
makes trading extremely risky. The
Governor's comment regarding the
suggestion that the Clock Tower
should be removed

FATAL FIGHT AT KOWLOON.

Four Men Charged with Murder.

A serious affray occurred at Kowloon on Thursday afternoon which resulted in the death of a coolie named Yau Kam, and in connection with which four men have been arrested by the police and charged with wilful murder.

From the particulars that have been gathered it appears that on Thursday morning the deceased came to Kowloon from the country with a message to a friend of his who was employed by a local Chinese firm. The message was to the effect that the man's father was dangerously ill and had expressed a wish for his son to come and see him at his native village before he died. The coolie's employer was applied to for permission for him to make the journey but the latter, a contractor, refused to give him the necessary leave, and an altercation took place between him and Yau Kam in consequence. This soon generated into a fight and some of the contractor's men came to his assistance; they handled the messenger so roughly that he succumbed to the injuries he received, some hours later in the afternoon.

The police were informed of what had taken place and at once initiated inquiries, as a result of which they arrested four men named respectively Wing Hing, Yau Tim, Wang Hon and Lui Tsin, who were charged before Mr. G. N. Orme, at the Magistrate, this morning, with the murder of Yau Kam, at Kowloon, on September 21.

Inspector Langley appeared to prosecute and at his request the case was remanded until to-morrow morning.

DEATH OF SIR HENRY BLAKE'S SON.

Asked His Father for Money.

THE ANSWER—"IMPOSSIBLE!"

At the inquest on the body of Henry Irwin Blake, who was killed by dynamite at Canongate Bridge (W. A.) on August 6, it was mentioned that Blake had cabled to his father, Sir Henry Blake, at Colombo, for assistance in connection with his financial difficulties. A reply was sent to him at his club the day after his death. It was in code, and contained one word—"impossible."

Inspector Bews, of the New Zealand Accident Company, was further examined. So far as he could see, the irregularities in connection with the Ocean Accident Insurance Company amounted to £800. So far he had only gone back as far as June and July, but there were indications of irregularities as far back as October. He could say the amounts exceeded the amount called for, namely, £1500. The money Blake had received had been kept correctly by a book-keeper, and the irregularities occurred in disbursements. Blake knew witness had come over to thoroughly investigate his accounts. His salary during the last two years was between £400 or £500. He was allowed a fixed salary, and commission on business done. The fixed salary amounted to £200.

E. A. Mann, Inspector of Explosives, deposed to having come to the conclusion that the explosion occurred at the spot where the body was found lying close to the ground, that the body was probably lying on its back at the time of the explosion, and that the right hand was close to the explosion. The amount of dynamite in the explosion was probably not more than six plugs, which he estimated at one pound. The explosion at the time was probably outside the body and clothing altogether. If Blake had been standing at the time, the body would have been much more mutilated.

Evidence was also given that Blake was insured in various companies for £8500. The amount payable in respect to the policies was £198 per annum.

The inquiry was again adjourned.

WILLIAM POWELL, LIMITED.

The following is the report for presentation to the shareholders at the fourth ordinary general meeting to be held at the Company's premises, Des Voeux Road Central, on Saturday, September 24, at 12 o'clock noon:

The Directors beg to submit their report on the working of the Company for the year ending 31st June, 1905.

The Profit and Loss Account, including the sum of £56,238 brought forward from last account, has a credit balance of £27,624.00 from which £1,000 is to be deducted in the interim dividend of 6 per cent paid on 10th April last, and Directors' and Auditor's Fees, leaving £19,524.08 which your Directors propose to appropriate as follows:

To pay a final dividend of 7 per cent £3,400.00

To Write off Stock 4,000.00

To Write off Fixtures and Fittings 1,462.35

To provide for Bid and Doubtful Debts 758.70

To add to Equalization of Dividend Account 1,500.00

Bonus to Manager and Staff 1,900.07

To carry forward to next Account 676.96

£19,324.00

DIRECTORS.—Mr. E. H. Hindes having retired from the directorate during the year, Mr. G. C. Moxon was invited to fill the vacancy.

AUDITOR.—The accounts have been audited by your Auditor, Mr. H. Percy Smith, Fellow of the Institute of Chartered Accountants, who is eligible, and whom your Directors recommend for re-election.

W. H. GASKELL, Chairman.

Hongkong, 20th September.

Men of sense can appreciate a good thing. That's why so many of them like Stearn's Wine of Cod Liver Oil whenever they feel the need of a good tonic and blood builder. Tastes good, does good,

LONDON LETTER.

(From Our Correspondent).

LONDON, August 18.

It is impossible to say anything about London opinion on the negotiations now in progress at Portsmouth, N. H. The shrewd observers are at a loss, not from the paucity of information,—there is plenty of that as the battalion of Press correspondents on the spot are adepts at drawing the most ample conclusions from a minimum of knowledge,—but from the necessity of remembering how completely autocratic Russia is, with a vacillating Czar, and such a system that everything depends on the last adviser that the Czar has seen. The conference should not break up, on the occasion of Saghalien, as that is lost already, unless the Russians go over in samps and recapture it, and any way they have held that island for so short a time and put it to so contemptible use that it seems insane to attach any great value to its retention, save for the saving of face. The interested battleships of the indemnity will be the rock on which all will split. Yet it is a good thing that the conference has been held, if only to pave the way for another, when the drying of the soil has enabled Oyama to read Linietwich another lesson of the kind of which Kuropatkin received so many.

There is room now for another entente and I hope we shall have it. The Home Fleet, under Admiral Sir Arthur Wilson, V. C., K. C. B., has been heartily welcomed in Dutch waters, and will be as cordially greeted in German Baltic ports. Our ships serve as an object lesson as well as a defence, and it is sound policy to keep them cruising that our friends may know a little of the power we wield for defence. The displays this year at Brest and Cowes were in no way a defiance of Germany, and we should at any time heartily greet the visit of a German squadron to Portsmouth. Reasonable public opinion on both sides of the North Sea recognises this and our sailors will be hospitably entertained at Swinemünde and Danzig. Reciprocal Naval visits are of great use in drawing together the nations. It is a mere dream, but if it were possible that this autumn should see the close of this wretched war, how gladly would we welcome a visit of the Japanese fleet next year!

THIRD HEAT.—The starters were—F. M. R. Pereira (over 5), G. E. Ozorio (over 12), J. H. R. James (over 13), P. M. Remedios (over 15) and H. C. Sayar (over 18). The race was a splendid one. Pereira held his start until the finish and won. Hance was a touch behind and Remedios was only about half a yard away. Ozorio and Sayar were also very close up. Time 59 sec.

SECOND HEAT.—The starters were—A. E. Carroll (over 9), M. A. R. Souza (over 9), R. Henderson (over 11), E. Humphreys (over 15), H. A. Lammett (over 16) and J. Witchell (over 18).

This heat was also very close. Lammett, Carroll, Henderson and Witchell finished in a bunch and the judges had difficulty in placing the men. However, Lammett was placed first and Carroll second. Time 56 sec.

THREE LENGTHS HANDICAP.—The starters were—F. M. R. Pereira (over 10), G. E. Ozorio (over 13), J. H. R. James (over 13), P. M. Remedios (over 15) and H. C. Sayar (over 18). The race was a splendid one. Pereira held his start until the finish and won. Hance was a touch behind and Remedios was only about half a yard away. Ozorio and Sayar were also very close up. Time 59 sec.

FOURTH HEAT.—The starters were—A. E. Carroll (over 9), M. A. R. Souza (over 9), R. Henderson (over 11), E. Humphreys (over 15), H. A. Lammett (over 16) and J. Witchell (over 18).

This heat was also very close. Lammett, Carroll, Henderson and Witchell finished in a bunch and the judges had difficulty in placing the men. However, Lammett was placed first and Carroll second. Time 56 sec.

FIFTH HEAT.—The starters were—H. W. Sayar (over 5), M. A. Figueiredo (over 10), J. A. S. Alves (over 11), H. S. Holmes (over 13), C. M. S. Alves (over 12), J. M. R. Pereira (over 14) and R. C. Witchell (over 18).

Kennett arrived with a powerful stroke and got a good lead before Hance and White went in; the latter had a bad start.

Kennett was never troubled by his opponents and won by a couple of yards in 54 sec.

TEAM RACE.—The teams were—J. Witchell, B. C. Sayer, P. M. Remedios, J. M. R. Pereira, H. S. Holmes, J. W. Bons, M. A. R. Souza and J. Ellis R. C. Witchell, A. M. A. Lammett, E. Humphreys, J. H. R. James, C. M. S. Alves, K. Henderson, M. A. Figueiredo, M. A. R. Souza, C. E. Ozorio, F. M. R. Pereira, H. W. Sayar.

The four men in each team were fairly even but when the second man went in Alves' team had the lead, R. C. Witchell being second and J. Witchell third.

The race was very good and R. C. Witchell took the lead from Alves' team, which therupon fell to the rear.

A splendid race between the brothers Witchell (R. C. winning by about half a yard) resulted in R. C. winning by about half a yard.

Result: R. C. Witchell's team 1. J. Witchell's team 2.

Cricket.

CIVIL SERVICE v. POLICE.

To-morrow afternoon the Civil Service Cricket Club will play the Police team at Happy Valley. The following will represent the Civil Service:—H. T. Jackson (Capt.), A. R. Raven, W. L. Wease, W. H. Woolly, P. Rivers, P. R. Adams, W. H. Craig, F. Nichols, R. T. Lambie, L. E. Bratt and F. Purwur.

Mining: Mr. T. P. Conolly. Scorer: Mr. A. Carter.

The following is the report of the Hongkong Cricket Club for 1904-5 season:

The Treasurer's account of income and expenditure shows a surplus of £37,71, which has been added to the reserve account. Owing to the heavy expenditure on account of re-turfing and extension of the ground amounting together to \$2,635, 43, the Committee regret being unable to redeem Debentures to the extent of £1,600 as anticipated. Debenture interest amounting to £904.73 was paid on the 1st instant.

Shanghai and Singapore, in response to the invitation as mentioned in the last report, sent teams to Hongkong in November last. Hon. Kong defeated Shanghai by 3 runs and 3 wickets. Singapore defeated Hongkong by 65 runs. Singapore also defeated Shanghai. During the Chinese New Year Holidays a team was sent to Swatow at the invitation of the Swatow Cricket Club. Two matches were played, both of which Hongkong won. The thanks of the Club are due to the Swatow Community for the generous hospitality extended to our representatives during their visit.

The crisis in the cotton trade has, I understand, reached a temporary solution. When cotton was dear employers suffered as well as employers, and had some right to expect a share of the sunshine when the clouds had passed. This they are to be given as a bonus for twelve weeks, and a new arrangement will be made for March 1906. The great strike that was threatened would have been a calamity of such magnitude that sacrifices might well be made to avert it.

Bilious Coolie Prevented.

TAKE a double dose of Chamberlain's Oolong, Chelung and Darjeeling Tea every as soon as the first indication of the disease appears and a threatened attack may be averted. Hundreds of people who are subject to attacks of bilious colic use this remedy in this way with perfect success. For sale by All Dealers: WATKINS & CO. LTD., General Agents.

Swatow. The Club played nine Cricket Matches of which three were won, two lost, and four drawn. There were also played other matches such as Hills vs. Plains, etc.

The Hongkong Cricket Club League Team played 17 matches, of which 14 were won, 3 lost, and 4 drawn. The team again took fourth place in the League Competition.

The new Pavilion was occupied in November last, and the extension on the North side of the Cricket Ground is now completed.

The Annual Lawn Tennis Match against the Ladies' Recreation Club was played on 27th May and resulted in a win for the Hongkong Cricket Club. The Annual Lawn Tennis Tournament was played in April and May. The Championship was won by Mr. H. Pinckney with Mr. H. Hancock second; the "A" Class Singles Handicap by Mr. H. Pinckney, Mr. R. F. C. Master second; the "B" Class Singles Handicap by Mr. O. H. Fullwood, Mr. R. E. O. Bird second. Messrs. P. K. Khyber and G. R. Beattie were first in the Doubles Handicap and Messrs. E. Ormsby and H. R. Phelps second. Messrs. A. Boyd and R. Macpherson won the Professional Pair. Mr. H. R. Phelps and Hoo, Mr. T. Scriven Smith were record.

The results were:—

HALF-MILE CHAMPIONSHIP (ENTRE COLONY).

There were five aspirants for this Championship viz., J. Witchell, N. H. Alves, A. V. Barros, J. M. R. Pereira, and G. E. Ozorio.

The course was inside the breakfast, free from tide and choppy water, and all the swimmers felt the benefit of it. From the start J. Witchell went ahead and by the time half-way was reached he was a few yards to the good. Pereira gave up at this stage, but Alves, Barros and Brotherton ploughed along after the leader. Witchell drew further away as the distance was covered, finally winning by about twelve yards from Alves. Brotherton being about eight yards in the rear of the latter, while Brotherton was still away. The time, 14 min. 56 sec., was considerably better than last year when Witchell won in 15 min. 56 sec.

SOLDIERS' RACE.—(Two lengths).

There were two starters for this event, Trumpeter Grant and Gunner Brotherton.

Both went off the same mark, but Brotherton got away very poor start and Grant led from start to finish, winning by about one minute 50 seconds.

STAYING UNDER WATER COMPETITION.—D. E. Carvalho put up a remarkable performance in the contest of endurance, by remaining under water for 2 min. 26 sec. At the last foul the best time put up was less than 2 min. 42 sec. and that time was considered good, but Carvalho's time yesterday put all records of the Club in the shade. There was no mistake about the time, as three watches were used. E. Humphreys remained down for 1 min. 38 sec. second record.

THE LENGTHS HANDICAP.

First Heat.—The starters were—F. M. R. Pereira (over 10), G. E. Ozorio (over 12), J. H. R. James (over 13), P. M. Remedios (over 15) and H. C. Sayar (over 18).

The race was a splendid one. Pereira held his start until the finish and won. Manja and one to Newchwang, and the sum of \$400 was realized by their sale. One Four Oar boat is on order from Clarendon of England and another from Luxor of Germany, and two Pair Oar boats from the Duck Company here. Eight girder oars are on order from Aylinge, England. Club crews were entered for the Victoria Recreation Club, Canton, and Hongkong Regatta.

Mr. W. O. Köhler was Rowing Captain for the Season. The thanks of the Committee were due to Messrs. Barlow and Bennett for coaching during the Season. A polo team was started and entered for the Hongkong Water Polo Association. Two games were won and three lost.

Walking.

At a meeting held at Shanghai on September 15 it was decided to hold a long distance international walking competition in November. A similar event ought to be popular here.

Proposed Interport Shield.

The following is the report of the Boat Committee of the Royal Hongkong Yacht Club.—The fleet of boats consists of:—

2 Four Oars, 2 Pair Oars, 2 Double Sculls, 8 Tubs, 2 Handboats, and 1 Dray.

The boats are in good order and condition.

The Four Oars were sold: one went to Manja and one to Newchwang, and the sum of \$400 was realized by their sale.

One Four Oar boat is on order from Clarendon of England and another from Luxor of Germany, and two Pair Oar boats from the Duck Company here.

The British steamship "Thya" of West Hartlepool (Captain, A. Bainbridge) which took a cargo of coal from Kuching to Singapore, met with an unpleasant experience during her journey. On her arrival in Singapore the captain reported that the "Thya" encountered a very severe typhoon which was accompanied by a gale of 20 miles e. n. e. to Hainan Island (approx.) experiencing very heavy seas which broke over the boat with great fury, completely wrecking the chartroom and upper bridge and washing away the tarpongs from the hatches, awning, owing gear and other material from off the decks—ventilators, [gir] rail, &c. The severity of the typhoon was eloquently revealed by the state of the ship, which suffered terribly. The chartroom was evidently hit by a tremendous wave which demolished every thing in the vicinity.

The Argentine "Hansa Isle," which had got a touch of the "Thya" in the early part of her journey, on her arrival in Singapore the captain reported that the "Hansa Isle" encountered a very severe typhoon which was accompanied by a gale of 20 miles e. n. e. to Hainan Island (approx.) experiencing very heavy seas which broke over the boat with great fury, completely wrecking the chartroom and upper bridge and washing away the tarpongs from the hatches, awning, owing gear and other material from off the decks—ventilators, [gir] rail, &c. The severity of the typhoon was eloquently revealed by the state of the ship, which suffered terribly. The chartroom was evidently hit by a tremendous wave which demolished every thing in the vicinity.

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The Argentine "Hansa Isle," which had got a touch of the "Thya" in

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SIMLA	Noon, 23rd	See Special C. D. GOLDSMITH, R.N.R., Septem-
YOKOHAMA, VIA SHAIH MOJI AND KOBE (Passing through the INLAND SEA).	SUNDAY	About 27th	Freight and Passage.
LONDON & ANTWERP, VIA SPOLE, PING, COLBO AND PORT SAN	H. S. BRADSHAW	September	
SINGAPORE, COLOMBO & BOMDAY *	CEYLON	About 28th	Freight and Passage.
SINGAPORE, COLOMBO & TIENTSIN	O. F. LOOKSTONE, R.N.R.	About 2nd	Freight only.
SINGAPORE, COLOMBO & BOMDAY *	C. W. BURLEIGH	October	

* Receiving cargo at COLOMBO for BOMDAY or Mail a.s. Nidia.
For further particulars, apply to L. S. LEWIS, Acting Superintendent, P. & Q. S. N. Co.'s Office, Hongkong, September 22, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Saving 3 to 7 days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

EMPEROR OF CHINA. Com. R. ARCHIBALD, R.N.R. 8000 Tons. WEDNESDAY, Oct. 18.

ATHENIAN. Com. S. BRETHON, R.N.R. 3802 Tons. WEDNESDAY, Nov. 1.

EMPEROR OF INDIA. Com. E. BRETHON, R.N.R. 6000 Tons. WEDNESDAY, Nov. 15.

TARTAR. Com. W. DAVIDSON, R.N.R. 4426 Tons. WEDNESDAY, Nov. 22.

EMPEROR OF JAPAN. Com. H. IVES, R.N.R. 6000 Tons. WEDNESDAY, Dec. 13.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Intermediate on Steamers, 1st Class, £40. " £42.

" " EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only.

Intermediate rates, affording superior accommodation for that class.

Passenger booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. F. BROWN, General Agent, CORNER PRINCE STREET and PRATA, Opposite Black Pier, Hongkong, September 20, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NICOMEDIA 4370 WAGEMANN Sept. 28, 1905.

ARIA 4483 METZTHIN Nov. 7, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent, Hongkong, September 1, 1905.

2

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Toilet A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports, Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

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257

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager, Hongkong, September 20, 1905.

257

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMSHIP. LEAVING.

DALIN MARU, Capt. H. OHTA, THE CHARTERED 6. LEAVING.

TRIUMPH, Capt. A. HANSEN, PROTEUS, Capt. KRABBE, PROMISE, Capt. THORSTENSEN, CLARA JESEN, Capt. BENEDIKSEN.

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T. ARIMA, Manager, Hongkong, September 20, 1905.

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PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMSHIP. TONS. CAPTAIN. TO SAIL.

SHAWMUT 9608 E. V. Roberts About Oct. 14.

EVADES 3763 Geo. Wright About Nov. 11.

REMONT 3606 T. W. Garlick About Nov. 24.

LYRA I 4417 G. V. Williams About Dec. 9.

PLEIADES 3763 F. G. Putington About Dec. 29.

Cargo only.

SHIP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDSS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to

DODWELL & CO. Limited, GENERAL AGENTS, GLEN'S BUILDINGS, Hongkong, September 21, 1905.

1724

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named:

FOR

STEAMERS

TO SAIL ON

REMARKS.

LONDON, &c.

YOKOHAMA, VIA SHAIH (Passing through the INLAND SEA).

LONDON & ANTWERP, VIA CEYLON.

SINGAPORE, COLOMBO AND BOMDAY.

For further particulars, apply to

L. S. LEWIS, Acting Superintendent, P. & Q. S. N. Co.'s Office, Hongkong, September 22, 1905.

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OCEAN STEAM SHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON, AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.
FROM STEAMERS DUE
GLASGOW AND LIVERPOOL TYDEUS 28th September.
GLASGOW AND LIVERPOOL CHINWOO 28th
GLASGOW AND LIVERPOOL KINTUCK 5th October.

HOMEWARDS.

FOR STEAMERS TO SAIL
LONDON, AMSTERDAM & ANTWERP ANTENOR 26th September.
LONDON, AMSTERDAM & ANTWERP ALCINOUS 10th October.
* GIBRALTAR, MARSEILLE & LIVERPOOL AGAMBENON 20th October.
LONDON, AMSTERDAM & ANTWERP DIOME 24th October.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
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EASTWARD.

FOR STEAMERS TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TYDEUS 1st October.
PORTS VIA NAGASAKI, KOBE & PINGSUEN 1st November.
YOKOHAMA.

WESTWARD.

FROM STEAMERS DUE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST KERMON 30th October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.

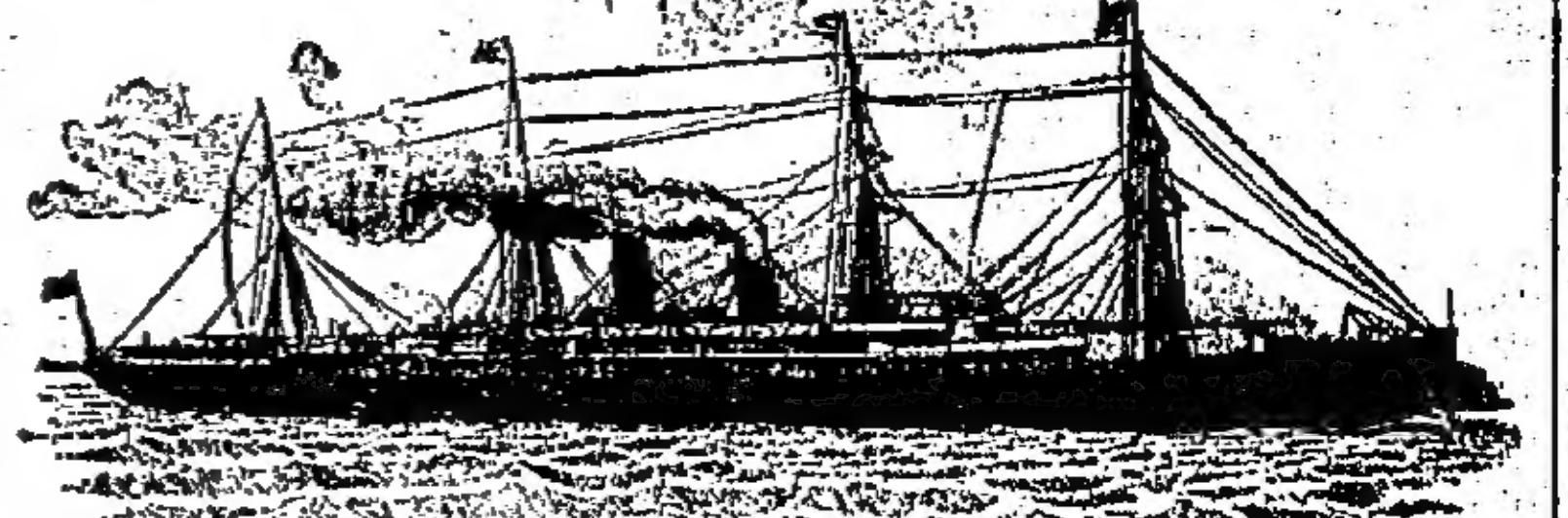
Hongkong, September 15, 1905.

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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU on Oahu, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

SIBERIA 11,284 Gross Tons, MONDAY 2nd Oct., at Noon.
MONGOLIA 13,639 " FRIDAY 6th Oct., at Noon.
CHINA 5,690 " SUNDAY 17th Oct., at Noon.
DORIC 5,690 " TUESDAY 31st Oct., at Noon.
MANCHURIA 13,639 " FRIDAY 7th Nov., at Noon.
KOREA 11,276 " TUESDAY 21st Nov., at Noon.
COPTIC 4,563 " FRIDAY 1st Dec., at Noon.
AMERICA MARU 6,000 " THURSDAY 7th Dec., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, 11,276 tons, October 11th-22nd 1902; 10 days, 15 hours.
San Francisco to Honolulu, 11,274 tons, August 16th-20th, 1903; 4 days, 19 hours.
San Francisco to Yokohama, 11,274 tons, en route, August 16th-31st, 1903, 13 days, 13 hours.

THE P. M. Steamship SIRENA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE (INLAND SEA) and YOKOHAMA, on MONDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, September 18, 1905.

S. SILVERSTONE, Agent.

21

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

* MANILA LOONGSANG SATURDAY, Sept. 23, at Noon.
* SHANGHAI, Via SWATOW, HANGSANG SUNDAY, Sept. 24, Daylight.
TIENTSIN, VIA SWATOW, ESANO TUESDAY, Sept. 26, at 3 p.m.
* SINGAPORE, PENANG NAMSANG TUESDAY, Sept. 26, at Noon.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yanetsu Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

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BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

STEAM FOR.

Intimations.

MIYAKO HOTEL.
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 6, 1904.

DEFECTS OF RAILWAYS IN
KOREA.

The Korea Daily News writes of the continual breakdowns which occur on the recently built railways in Korea, and endeavours to explain the cause. Our temporary—

The Seoul-Wiju Railway makes no pretence to being of a permanent character. Built at high pressure by military engineers under Major-General Yamane who established the object of the Japanese Government by establishing almost a record for rapidity of construction and therefore until time has been found to strengthen the line in its weak places, occasional interruptions to traffic should cause no surprise. But with the Seoul-Fusan Railway the case is different. The concession had been in the hands of the Japanese for some time before war broke out and there had therefore been ample time for elaborate and careful surveys, and although, just previous to the declaration of war, orders were given to push on the work of construction as rapidly as possible, the work was carried out practically regardless of expense, and all who have travelled over the line have unite in praising the solidity and permanent character of the work.

Why, then, these breakdowns? The answer is a surprising one. The fault lies in the absence, in the average Korean, of any sense of dimension. In illustration of this an anecdote is told of a certain foreigner, who, at the time when a body of Japanese troops was entering Seoul, was curious to know their number. He dispatched a servant to count the men, but subsequently decided to make a personal examination. He did so, found their were 800, and returned to his house. Later on his servant came back and said he had counted 3,000. And so it is with every thing in Korea, and this sad inability to estimate or count correctly always tends in the direction of exaggeration. A dog seen at night becomes a tiger, a mile ten miles, a moderately tall man a cossack, a fight a murder, and three o'clock in the north a division of Russian troops with artillery.

Hence lay the principal difficulty of the Japanese engineer. The railway in many places crosses rivers, streams, and torrents, and it is hard to rule that the breakdowns occur. The country being strange to the Japanese, native information was sought as to the increase in height and force of the waters during the rainy season. Out of all the bewilderingly conflicting accounts that received the engineer struck a "average," but it is a sad and surprising fact that they appear to have made too much allowance for exaggeration.

Contractors.

SHUN LEE & CO.,

SHIP'S CARPENTER,

BOAT BUILDER, BLACK SMITH & CAULKER

All Kinds of Timber For Sale,

No. 50, PRAYA, WANCHAI,

HONGKONG.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905. 692

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NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS,

Wholesale and Retail in Provisions and

Timed Goods, &c., &c.

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DEATH SENTENCE REVERSED:

YOU WILL NEVER WALK AGAIN,
WAS WHAT HOSPITAL SURGEON
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AFTERWARDS CURED BY DR
WILLIAMS' PINK PILLS

SHIPPING.

ARRIVALS.

September 21.
Catharine Park, British steamer, 3,675,
W. H. Copp, Darlaston August 21. — GIBRALTAR & CO.

September 22.
Tenting, British steamer, 1,350, Outerbridge, Manila Sept. 19, General. — BUTTERFIELD & SWINE.

Pelican, British str., 2,207, T. P. Bahadur, Rangoon Sept. 8, and Singapore 15, General. — JARDINE, MATTHESON & CO.

Amiral Jaureguiberry, French str., 6,000, General, Anvers and Saigon September 19, — MESSAGERIES MARITIMES.

Baifun Maru, Japanese str., 1,676, II. Otsu, Tamsui, via Amoy and Swatow September 17, General. — OKA SHOES KAISHA.

Boat, French str., 377, L. Andersen, Hoiho Sept. 19, General. — A. R. MARTY.

Boating, British str., 1,423, T. Arthur, Samudra, Sept. 12, Suez. — JARDINE,

MATTHESON & CO.

Chiki, British str., 1,142, G. Hooker, Tientsin, via Chefoo and Swatow Sept. 21, General. — BUTTERFIELD & SWINE.

Tonan, Chinese str., from Canton.

DEPARTURES.

September 22.
Calcutta, for Shanghai.

Chien, for Shanghai.

Darwin, for Shanghai.

Silica, for S. E. Asia.

Lucia Victoria, for Kwangtung, via Bullock, for Balikpapan.

Opan, for Canton.

Knigge, for Shanghai.

Holme, for Swatow.

Houqua, for Amoy.

Hannum, for Swatow.

Oscar II, for Samarcand.

Johanna, for Swatow.

Dagup, for Chefoo.

Pompeo, for Swatow.

CLIFFORD

Larchill, for New York.

Triumph, for Swatow.

Dowdall, for Saigon.

Chiki, for Canton.

ARRIVED.

For Smit, Iruu Shanghi, for Hongkong, Miss V. Chalmers, Messrs F. Ackert, W. Noyes, B. Thomas, S. Fish, A. St. John, J. Mead, and Bishop Neumann; for London, Mr. and Mrs. Vale and 2 children, Messrs Griffiths, J. A. Knopf, P. Agnew, and R. Montague, from Yokohama; for Bombay, Mr. Hensman, and for Singapore, Mr. Hassell.

For Tam, from Manila, Mrs. Harvey, Mrs. Currie, Miss Kelcher, Miss Riordan, Mr. and Mrs. Grayce, David, Dawson, Whiting, Rev. P. G. Graham, and 72 Chinese.

Per Chiki, from Tientsin, &c., Master A. Strangman.

DEPARTED.

For Willard, for Sydney, Messrs F. H. Wagner and A. Staudinger; for Friedrich Wilhelmshafen, Messrs N. C. Thorneau and Paul Ludwig.

For Cuadra, for Shanghai, Soeur Bourgeois, Seur Gillet, Capt. Bourassa, Messrs C. R. Graham, L. Roche, Juan Bautista Gutierrez, Miss Ackermann, Mrs. Ivanoff, and M. J. Milkoff; for Yokohama, Mr. A. E. Reppter.

SHIPPING REPORTS.

The British steamer *Palacestar* reports.

On September 16th to 18th, light S.W. and

W.W. wind, fine weather. 18th, the arrival,

high, confused seas, slightly, much rain.

26th, spates. *Shantung*, *Macleod*,

Bank, signalled typhoon, Boiler burst,

but no one seriously injured.

The British steamer *Tamino* reports

From Manila Sept. 18th, moderate to light

wind variable winds and rough confined sea.

EXCHANGE.

HONGKONG, September 22, 1905.

Bank, wire, — — — — — 1/11.

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